

FC News

Editor: Ron Walton

Summer 2004

Yes, Virginia, the FC News does still exist! But the comparative dearth of “news” from the fleet during the past year makes me wonder: *for how much longer?* Remember: no news = no FC News. So write!

Last autumn I e-mailed the fleet a story about Hurricane Marty having driven FC *Hay Chihuahua* aground in La Paz, Mexico. The story indicated she had received moderate damage. (Unfortunately copyright restrictions prevent me from republishing the photos of *Hay Chihuahua* aground I found on the Internet; but for those reading this on their computers, those photos can be found on the following web pages:

<http://www.clubcruceros.org/HurricaneMarty/Marty%28T%29/OnBeach%28L%29.html>,
<http://www.clubcruceros.org/HurricaneMarty/Marty%28C%29/Safe%20on%20Beach%28L%29.html>,
<http://www.clubcruceros.org/HurricaneMarty/Marty%28LcT/DSCN0585.html>.) As of publication, I still have not learned the fate of *Hay Chihuahua*. I have learned, from the editor of the Internet publication Baja Insider, that she was actually driven aground twice in three weeks, first by Hurricane Ignacio and then by Hurricane Marty. But has she been salvaged? Or, has she been broken up? (A story online at <http://www.BajaInsider.com/archive/marty/inside-marty01.htm> indicates boats on the beach where *Hay Chihuahua* was aground after Hurricane Marty were being broken up.) If anyone has more information, I would appreciate their passing it along to me. In particular, I hope *Hay Chihuahua*'s owner, J. Ramos, has been getting these newsletters and that he will respond.

Advertisements for three FCs for sale, plus one FC-ready trailer for sale, are posted on my website at <http://homepage.mac.com/rwsailor>. The boats listed for sale now include: *Dazzler*, *Second Look*, and *Penny Come Quick*. The latter is the most recent FC to be put up for sale and there are photos on the FC Photos page of my website. In fact, also look there for photos of *Second Look* and the now sold *Aspara* on her *still-for-sale* trailer.

There are four letters from the fleet in this issue. From the owners of *Jack Russell*, *Aspara*, *Penny Come Quick*, and *Seacall*. In addition, this issue also contains the annual list of FC owners. Note that I no longer have addresses for the owners of several boats and several boats have new, unidentified owners. If anyone comes across the latter boats and their owners, or if the owners themselves come across this newsletter, please contact me so I can update the List.

Two books have just been published which I think will be of interest to the fleet. The first of these books is *Plot Your Course to Adventure: How to be a Successful Cruiser*, written by Roger Olson, former president/owner of Sam Morse Co. and available for \$26 from its publisher AuthorHouse, (800)839-8640, <http://www.authorhouse.com>. According to Roger, the intent of his book is “to answer as many questions as possible that relate to cruising....to explain cruising yacht design, different techniques and methods of anchoring, ... basic storm strategy, how to prepare for the cruise, and simple ideas to make life aboard easier.” In addition, he has woven into the text numerous *experience* stories, both adventurous and humorous, that “happened as a result of going cruising” and emphasize points he is trying to make. I have read Roger's book and enjoyed reading it. I especially liked its chapter 4 where Roger gives descriptions of many different anchoring situations and how to handle them. Both with crew and singlehanded! I have long had a copy of Earl Hinz's *Complete Book of Anchoring and Mooring* on board *Mijita*; I think I can now replace it with *Plot Your Course to Adventure*.

The second book is *Sailing Small*, written by Stanley Grayson and published by Devereux Books, (781)631-3055, <http://www.devereuxbooks.com>. This book contains stories about cruising

in small boats. Stan Grayson has gotten Mike Meier, a former owner of *Mariko*, FC #9, to contribute a chapter. I have not yet read *Sailing Small*, but I am looking forward to it.

Ron Walton
1671 Via Rancho
San Lorenzo, CA 94580
(510) 278-3335
rwsailor@mac.com

Jack Russell, FC #17

Need some advice...I have been enjoying some winds down here and have met with miserable results. They are only 15 kts but they beat me. My problem is I have been unable to tack my boat...The first day I had full reefs on the main and only the staysail..Today, I had one reef in the main and only the headsail...On both occasions, I couldn't get my boat through the eye of the wind. It was like it started the turn and then just froze. What is your advice?

On a lighter note...is the newsletter still going? I can imagine you getting tired of it. The fellow that I purchased the boat wrote for awhile. His name was Paul Christiansen....

Happy sails....

Bob Carmody

Boat speed is necessary to tack. Exactly how much depends upon the seas. Flat seas and the boat will coast through a tack with just a little speed; waves and you might end up in irons unless you time the tack for a break between waves. Also, try holding the jib sheet until the sail is backed and pulls the boat through the eye of the wind.

I am still newsletter editor, I think. I admit I sometimes feel burned out, but letters from the fleet always relieve that feeling. I can't do the newsletter all by myself, the owners have to contribute news.

Paul Christiansen was the second editor of the Falmouth Cutter Newsletter. Without him there would probably be no newsletter. He kept it going for several years when these boats were new and the fleet was growing. Paul's newsletters are available for download from my website.

Ron Walton

Aspara, FC #22

I've recently sold my Falmouth Cutter. The new owner is planning to sail it to South America with his wife & 2 children.

I still have a heavy duty Trailer for sale set up to haul the Falmouth Cutter. It is a gooseneck which can be hauled by as small as a heavy 1/2 ton PU.

Dual Axle, Elec. Brakes, Boom Holder, boarding ladder, etc. Ready to go \$2500.00.

Charles Naeyaert
(352)567-9798 / dutchman@3oaks.com

Penny Come Quick, FC #27

It's time to let this beauty go and have the next folks enjoy her as much as we did.

1987 Falmouth Cutter: one owner, well-equipped, and well maintained.

Asking \$49,000.

For further details: Pat & Mike Hutter, (228) 435-1144 (W), or (228) 435-4515 (H).

Inventory of *Penny Come Quick*

Factory built by Sam Morse, including 2 custom ports forward; teak rails; custom cabinetry below, custom belaying pins to secure running rigging.

Sails: Main, Jib, Working Jib, drifter, storm jib, cruising spinnaker.

Anchors: Titanium working anchor (Danforth), 30 lb. Danforth storm anchor; appropriate tackle.

Yanmar diesel engine, stowable Seagull outboard; Honda auxiliary (portable generator; 2 battery electrical system; stowable hard dinghy; Avon inflatable raft; miscellaneous life rings

Masterhead tri-color lights in addition to standard running lights

2 Stand lifelines; boson chair; Plath compass; fogbell

Electronics/electrical: Radio, depth sounder, GPS, Auto-Helm; cabin fan; electric (as well as manual) bilge pump

Amenities: Custom cockpit cushions; custom cockpit weather curtains; rough weather berth restraints; Gimbaleed stove/oven (as new)

According to Pat Hutter, Falmouth, England is also called Penny Come Quick, hence the name of their FC.

Ron Walton

Sea Call, FC #33

We assumed the stewardship of *Sea Call* from John & Kay Hoffman in August. I had flown back to Jackson, MI three times and Trudy twice from So Cal before we hooked her up to her truck and pulled her to Dana Point, CA. The trip was uneventful, but not having pulled a vehicle in many years the first 2 days were exciting getting used to it.

We were tempted to sleep on *Sea Call* during our trip, as she has been set up for camping with the sink thru hull being plumbed to an external tank on her trailer. The marine head and holding tank has been removed and replaced with a Portapotti. If the marine head had been installed John had fittings developed so you could also hook up the head thru hull to an external holding tank or sewer drain. We elected not to sleep on her because she had been closed up for approximately 4 years and needed to be aired out. Also sleeping on a nice king size bed after driving all day sounded a bit more tempting.

I would set the cruise control at 60 mph and with fuel stops and rest stops we averaged 53mph. It took us 4 days to get her to Corona, CA, where we stored her for a couple of weeks as I arranged to have the shipyard prepare her for her launch. If anybody is interested, I have all the averages from the trip because I kept a log.

Sea Call spent 2 weeks in the shipyard getting her bottom painted, all seacocks rebbed, a zinc added so that I could bond all the seacocks to it, and a triducer installed that would give me depth, speed and water temp. She only had depth available in the cockpit and the old transducer was leaking. We finally launched her and she now resides in her slip.

During the last 2 weeks we have stepped the mast, installed the mainsail, fixed a few electrical problems, waxed her, cleaned her inside, had new cushions made, and sold my old boat. I have been a busy boy as I also have been dealing with the California Dept. of Motor vehicles getting title transfers for the boat, truck and trailer.

I believe it will be another 3 weeks before we have our first sea trial. I have a lot to do before Christmas because I have promised my wife I would have her in the Christmas Parade this year. We have created a photo album website that has photos of *Sea Call*. It is at <http://www.sea-call.com>. I have enjoyed reading the FC News. It was thru the newsletter that we found *Sea Call*. As things develop I hope to contribute more to the newsletter.

Phil Cunningham